MOTORING NEWS IN NEWARK AND ELSEWHERE FOR THE CURRENT WEEK

HAS THRILLING

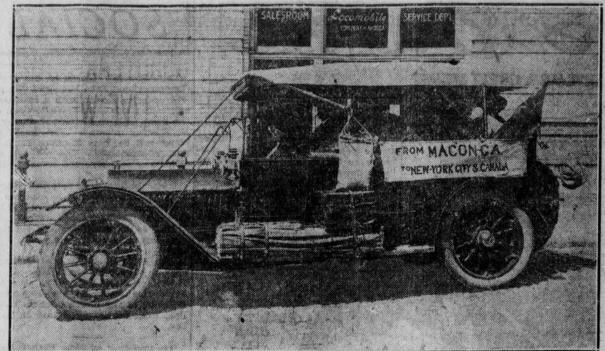
Woman Doctor Writes Long Journey Taken Alone.

Company, of New Castle, Pa., re-Washington, Ill., who made a trip from her home State, New Hampshire, and return, driving own car all the way. She writes. "I've had a great and wonderful trip with the car. I planned to go with another carload to the White mountains, so I drove the car from to Pittsfield, Pittsburgh New Hampshire and Massachusetts livered the goods when called upon. back to Pittsfield, Mass.; then 1 drove the car from Pittsfield, Mass., ceived by the Penn Motor Car Com to Chicago, Ill. I struck some awful pany, written by Russell R. Higgins roads in New York, Ohio, Illinois and of Providence: In New York, near Dunkirk, I had to get men with mountains today in my car and spades to dig me out of the mud, feel as if I should speak a word had to pull me out of a clay hole, it, just 5,041 miles to date, and my so bad, but Ohio was the limit, and cases have not been passed by

touched. Once the spark plugs were cleaned, and a little carbon oil put n the cylinders, and once the fan broke, but it was worn out when I started on my trip. The other car repairs in Binghamton, N. Y., for a couple of days, but my little Penn o never held me back. When I was ready, it was ready. Such mud as we did plow through. It was awful. All along the trip I intended writing to you of the wonderful feat t was performing, because even in the White mountains, when everybody was tinkering with their cars E. E. Gregg, of the Penn Motor and coaxing them up the steady, difficult grades, I didn't even ceived a letter from Dr. Jane Wells to adjust the carburator. All I did was to suuply gas, oil and water, the best oil, gas and water I could were not good. However, she wasn't cranky and worked away on any thing I could get. "Well, let me know, Mr. Gregg, if

you get this all O. K., and if there is anything I can do for you. I've to Boston and up the coast introduced the car into many towns via Gloucester, Mass., and Ports-mouth, N. H., to Breton Woods, and she has been greatly admired. Cranford Notch and Profile House. If I were rich I would give her a We stayed a while in the White rest in some museum after her four mountains, and the other party came thousand mile jaunt, and let people then I came down through gaze on a car that stood up and de-The following letter was also re

nd in Pennsylvania the other car praise for my 'Comet.' I have run The roads were pretty good in Mas- rear tires look as if they were good sachusetts, New Hampshire and Ver- for a couple of thousand miles more. They Are Speedy, Comfortable mont, and some very lovely ones in I have made two trips all through New York State. Indiana was not the mountains this year, and in both Pennsylvania, too. I went through car. My car, even with its high stretches some thirty and forty gearing, takes the hills like a bird.
miles of awful, awful roads, but that On my last trip I beat my folks. little car sailed through everything who ran in one hour and twenty up and down the steep hills, around minutes from Boston to Jackson, N. Watkins Glen, and up on the White H., so I guess my faith in your cars



MAXWELL CARS IN FIVE NEW MODELS

and Smart, With Novel

Features.

Adopting the left-hand drive, cen tre control, selective transmission and many other improvements and inements, the Maxwell division of the United States Motor Company announces for the season of 1913 five new models, consisting of three chasses built as a 40-horsepower touring car and roadster, a 30-horsepower touring car and roadster and a 22-horsepower roadster, listing respectively at \$1,675, \$1,625, \$1,145, \$1,110

By comparison with the Maxwell satisfaction, the new ones are higher powered, smarter in style and more comfortable in riding, while the control is simpler, the finish superior and the equipment more complete Not only has the chassis design been improved by embodying new features and practises, but the bodies and their equipment show marked consideration of passengers' convenience and comfort under varying conditions of riding. This is indicated by deep Turkish upholstery, more tonneau room, slightly lowered seats, larger wheels and the addition of every accessary necessary to the perfect enjoyment of a car, in

starting device. While interest centres chiefly in the Maxwell "40" touring car as being a

successor to the famous Glidden-win-ning Maxwell "Special," the models which make their first appearance this season-the "40" and "22" roadsters-are particularly interesting, be cause they show how thoroughly motor car designs have met public taste for two distinct types of roadsters.

The "40" roadster is not of the racy type, but sufficiently rakish and snappy in appearance to appeal strongly to those who want high powered touring roadsters with libtires. In this respect the "40" is fitted of the land? Where does it go to? ment in back of the seat and opened only by pulling forward a trap section in the upholstering of the seat

The "22" roadster, which has a four- ing shown through the maze of macomparison with the Maxwell utility car. It has a round gasoline the hundreds. of 1912, which gave universal tank of fifteen gallons capacity, a The visitor

> are offered for exchange in The Star's "Barter and Exchange" columns on the inside back page every week. If you are not already a regular reader of these col-umns you should begin today, as you will undoubtedly find many things offered in exchange for little or nothing there that exchange for little or acting there that are "just what I've been wanting for a long time." If you have anything you would like to exchange send an ad. to The Star. It will be published one week free in the "Barter and Exchange" columns. You simply pay two cents for each answer you receive.

Scraps and Filings Are Carefully Collected and Used or Sold.

What becomes of the waste metal accumulated daily in the machine well as facilities for carrying fuel and shops of the big automobile factories with a waterproof luggage compart- Is it a total loss to the firm? How much of it is there?

Questions like these were asked b a visitor to the Ford Motor Company's plant in Detroit, as he was becylinder motor and 93-inch wheelbase, chines which were whirring away vinced the American woman has had is a fast car and will prove a great spinning out automobils literally by much to do with determining the

The visitor had noticed the scrap deck in the rear for luggage and small boxes near some machines and the tery, luxury, beautiful finish, being emptied and refilling with tiny bits of steel, brass or cast-iron, as builders to satisfy the needs of the the case might be. The sight of so woman," says Dickson. much seeming waste aroused the investigative propensities of the visitor having been built there this year.

The guide's explanation was some thing like this: He told the visitor that what seems to be waste really isn't waste at all. It is all worken again and made into good ma-

terial. After telling how the waste from each machine is collected at one end of the factory, he pointed to a man at work apparently playmachinings. But the guest soon discovered the man wasn't wasting his time. In his hand he had a large magnet, which he kept dragging through the machinings. It was ex plained to the guest that this is the nethod of separating the steel from the brass, the steel being caught and held by the magnet. If there is the least bit of brass in the steel ma chinings it renders the latter almost iseless for salable purposes. Then the guest was taken to where

the steel borings were pressed and baled as if in a paper baler. Next he watched the huge crane lift the bales of borings and the boxes of other machinings onto freight cars on which they are hauled away. guide told the visitor that this factory sends out about ten car-loads of steel turnings and three car-loads of cast iron borings each month. The amount of brass waste totals about one ton per day in the Ford factory

big steel mills at Pittsburg. At the mills the turnings are melted in the cupolas and again are molded into steel bars. The same thing happens steel bars. The same thing happens to the brass waste. It is sold back to the brass waste. It is sold back to than \$50,000,000, but \$9,000,000 less the number of cars used by the the big factories melt over their own cast iron waste.

This 'waste' - which is not waste at all, totals into the millions each year for the Detroit automobile factories

CALLS WOMAN DEVOTEE OF AUTO A "MOTORESS"

George M. Dickson, general mana ger of the National "40" Company, of Indianapolis, has the distinction of coining another motoring word. His "motoress," meaning the woman devotee of the self-propelled vehicle.

automobile business, having been one of the founders of the great industry ment he has become more firmis contrend of this progress.

"The self-starter, the fine uphols stuff, as well as carriers for spare pans under others that were filling, bodies and more reliable machinery are all the result of the effort of

As a result, Dickson has not only brought about such fundamentals and and he plied his guide with questions. little niceties in the National cars The factory in which the visit was that women enjoy, but has done somebeing made chanced to be the largest thing original in automobile history. one in the world, 75,000 automobiles. He has caused to be published a book of styles, showing the latest creations in clothes for women motorists for the coming seasons. This book is being distributed among the owners of National cars with the company's

Renowned Lineage

The most renowned car in the world is the National 40.

To this car's distinctive lines, low spacious body, the

Four Models, \$2,500 to \$3,000

NORTH JERSEY MOTOR VEHICLE CO.

JOHN B. STOBAEUS, JR., President

313-315 CENTRAL AVE. Tel. 3156 Branch Brook

White Cars

THE CAR WITH A CONSCIENCE

Model 40, 5-Passenger, Complete \$1585

Including Top, Shield, Jones Speedometer, Self-Starter, F. O. B. Newark 4 CHASSIS

Prices \$1115 to \$2550

See the Oakland Line Before You Buy

OAKLAND MOTOR SALES CO.

92-94-96 Central Ave., cor. Grove St., East Orange

Tel. 1811 Orange SERVICE BRANCH-497-409 Central Ave., Newark

Agents Some good territory is still open in the Oakland line in Morris and Union Counties.

40 h. p. 42 h. p.

"EVERY OWNER SATISFIED"

COMMERCIAL VEHICLES 1,500-lb. (34-ton) Delivery Wagon 3,000-lb. (1 1/2-ton) Light Truck

6,000-lb. (3-ton) Medium Truck 10,000-lb. (5-ton) Heavy Truck

GASOLINE PLEASURE CARS

30 H. P., 2-Passenger Roadster

30 H. P., 5-Passenger Torpedo 40 H. P., 5 and 7-Pass. Touring Car

60 H. P., 7-Passenger Touring Car

THE WHITE MOTOR CAR CO.

554 BROAD STREET NEWARK, N. J.

REAL ESTATE.

TRANSFERS.

Frederick B. Richards to Antonio Trolano et al, s s Delancy st, 150 Troiano et al, a s Delancy st, 150 ft e fr Jefferson st, 25x104.

Edward J. Bendel et al to Amelia Siano, n s Parkhurst st, 240 ft e fr Goble st, 25x104.

Mersfelder Construction Company to William C. Hanson, w s S. Thirteenth st, 94 ft n fr Madison av, 30x100

Gussie Goldfarb to Henry Richman, a e cor Pesbine and Hawthorne avs, 25x100 and other tract.

Clifford E. Shipman et al to Federal B. & L. Association, lot 38, map Silver Lake Park

Minnie Rubsan to David Klein, e s Bergen st, 75 ft n fr, Seventeenth av, 25x100

Sharff Construction and Realty Company to Louis Fichman, w s Hillside pl, 80 ft n fr Avon av, 27x100

Mary E. Bauer et al to Frederick F. Company to Louis Fighnan, was Hillside pl. 89 ft n fr Avon av. 27x100

Mary E. Bauer et al to Frederick F. Graether, s w cor Nairn pl and Vernon av. 90x133

Gluseppina Sirij et al to Antonio Volpe et al, s e cor Delevan av and Seventh st. 25x137

Samuel Berger to Charles Fasullo, s s Eighth av. 500 ft w fr Nesbitt st. 25x76

John F. Monahan (sheriff) to Hamburg B. & L. Assn., e s Barbara st. 119 s fr Hamburg pl. 50x100.

Ideal Realty Company to Harry Walkenberg, s'e cor Stratford pl and Rose st. 37x100

Charles Fasullo to Samuel Berger, n s Ferry st, 124 ft e fr Schalk st. 26x78

Samuel Berger to Louis L. Friedman, 3 s Hunter st. 225 ft w fr Sherman av. 33x100

George F. Tintle to William A. Tintle, e s Third st. 191 ft n e fr Sussex av. 25x95

Louis Pennitch et al to Jacob Cohn, s s Walnut st. 175 ft w fr Jefferson st. 25x95

George M. Ochischlager et al to Henry W. Egner, ir, n s Runyon av. 730 ft n fr Osborne ter, 25x144 and other tract

Henry W. Egner, jr, to George M. Ochischlager, same property. Same to Eugene Rueff, same property.

Same to Eugene Rueff, same property.

Benjamin F. C. Rothwell et al to
Lovell-McConnell Manufacturing
Co., a s Emmett st, 200 ft e fr
Avenue A, 25x100

Isaac S. Drake to same, s s Emmett
st, 200 ft e fr Avenue A, 25x100.

Antonio Grinaldi to Giuseppe Maccia, e s Mt. Prospect av, 172 ft
n e fr Seventh av, 24x50...

West End Homestead Co. to John
B. Stults, w s West End av, 412
ft s fr South Orange av, 100x100...

John C. Blore et al to Richard E.
Kohn, e s Brookdale av, 297 ft s
fr property P. N. Jackson, 50x37..

Theodore O. Hertwig to Katie
Fleischmann, e s Columbia av,
701 ft s fr South Orange av, 25x100
Breakenridge & Tichenor, Inc., to
Bertha Haber, w s Cedar av, 234
ft u fr South Orange av, 24x110..

Charles K. Schott et al to Stephen
E. Posambo, e s South Thirteenth
st, 150 ft u fr Fifteenth av, 25x100
Raffaela Troiana et al to Frederick
B. Richards, s Delancy st, 150 ft
e fr Jefferson st, 25x104

TOWNSHIPS.
East Orange Arlington Avenue Realty Company to North Jersey Realty Company, E. Orange, w s
Roosevelt av, 50 ft s fr Grant av, Roosevelt av, 50 ft s fr Graat av, 50x10s
Richard Volckman to Albert Venino, Orange, n s Tremont av, s w cor land George A. Burt, 64x165...
Modern Building Company to Jessie D. Seely, Glen Ridge, s a Sunset av, 885 ft e fr Ridgewood av, 50x162
Harry D. McCormick to James Smith, Cedar Grove, e s Newark and Pompton turppike, cor land N. Pfitzenmeyer, 50x255.

Harry D. McCormick to James Smith, Cedar Grove, e s Newark and Pompton turppike, cor land N. Pfitzenmeyer, 50x255.

Harry D. McCormick to James Smith P. 92x200.

William J. Chandler to Mary C. Meeder, E. Orange, n e s Milligan pl, 49 ft n w fr Prospect st, 116x160
Frank P. Gabs to Centre Realty Company, E. Orange, s w cor Central av and Harrison st, 163x291.

Mountain Union to Vincent S. Mulford, Montelair, cen S. Mountain av and Union st, 73x401.

Domenico Purpura to Paolo Abate, Belleville, n s Watchung av, 450 ft s w fr Cross st. 25x114.

Antonio Serritella et al to Pietro Maniscaleo, Belleville, e s Magnolia st, 475 ft s fr Cross st, 25x125.

Caleb Crane et al to Frederick Feibel, Caldwell, a s Ward pl, 250 ft e fr Central av, 50x150.

Elizabeth Calboun and hus to Charles Kocher, W. Orange, s s Pillot pl, n w cor land of Lippell, 40x100 40x100

Meindert Boon to Albert E. Griffin,
Montclair, s s Norman rd, 101 ft
s e fr Valley rd, 50x150.

Frank W. Gordon to Willie Wikstrom, Montclair, n w cor Plymouth st and Trinity pl, 65x100...
Greater Newark Home Security Property
Sall Pignatorio to Kristina Buono
et al, Nutley, s s Pake st, 256 ft
e fr Passaic av. 50x56...
Charles T. Shipman to Federal
Building, Land and Improvement
Co., East Orange, n s Fourth av,
25 ft w fr North Nineteenth st,
30x56. 30x85
Charles F. Adams et al to First
Baptist Church of Caldwell, n s
Turnpike rd, s w cor land Elias
F. Maynard, 40x100.
Minnie C. Lenz and hus to Charles
Geffinger, Irvington, s e s Twentysecond st, 119 ft n e fr Alpine
st, 25x110 second st, 119 ft n e fr Alpine st, 25x110

Same to Jacob Goerk, Irvington, s e s Twenty-second st, 144 ft n o fr Alpine st, 25x110

Agnes D. Matthews and hus to Simeon H. Rollinson et al, West Orange, s s Whittingham pl, 369 ft w Kingsley st, 40x155

Simeon H. Rollinson et al to Agnes D. Mathews, West Orange, s s Whittingham pl, 364 ft w fr Kingsley st, 40x136

Same to Alex H. Rasmussen. West Orange, n e cor Pillot pl and Rollinson st, 40x115

MORTGAGES RECORDED. NEWARK.

Alter Gollin to Leonora Kahn, south a de Watson avenue and the line of Jelliff avenue, \$1,825."
William A. Tintle to Oriental Building and Loan Association, east side Third street, 121 feet northeast from Sussex avenue, \$3,200.
Charles Ihle to Elmer Day, north corner Irving place and Irving avenue, \$1,200.
Same to same, northeast side Irving avenue, 100 feet southeast from Clinton place, \$880. avenue, 100 feet southeast from Clinton place, \$880.

Joseph Oschwald, jr., et al. to Fulton Bullding and Loan Association, west side Plane **street*, 25 feet northwest from Bleecker street, \$4,500.

Max Barney to Conservative Building and Loan Association, east side Schley street, 133 feet south from Nye avenue, \$3,500.

Ginseppe Maccia to Antonio Grinaldi, east side Mt. Prospect avenue, 172 feet north from Seventh avenue, \$2,350.

Harry Drill to Montefiore Building and Loan Association, north side Kinney street, 75 feet west from Broome street, \$4,200.

Same to Max Biddleman, north side

\$4.200.

Same to Max Biddleman, north side Kinney street, 75 feet west from Broome street, \$1.000.

John B. Stuitz to Aetna Building and Loan Association, west side West End avenue, \$12 feet south from South Orange arenue, \$3,200.

Sam Fishman to Commerce Building and Loan Association, east side Hillside place, \$9 feet south from Rose street, \$5,500.

and Loan Association, east side Hillsde place, 30 feet south from Rose street, \$5.500.

Same to Max Coppelman, same property, \$364.

Lena Kozloff and husband to William H. Barkhorn Company, west side South Ninth street, 125 feet south from Fifteeuth avenue, \$750.

Charles C. Rothacker to Yetta Sickel, east side Hunterdon street, 322 feet north from Bigelow street, \$2,500.

Antonio Trolano to Gustavus A. Richards, south side Delancy street, 180 feet east from Jefferson street, \$600.

Katle Fleischmann and husband to Fourteenth Ward Building and Loan Association, east side Columbia avenue, 707 feet south from South Orange avenue, \$3,800.

Rosie Hendler and husband to City Building and Loan Association, east side Hunterdon Street, 523 feet south from Waverly avenue, \$2,700.

Same to Max Sklarevitz et al., same property, \$500.

William C. Hanson to Margaret Whitman, west side South Thirteenth street, 94 feet north from Madison avenue, \$5,500.

Harry M, Cox to Weequahic Park Land and improvement Company, north side Porter avenue, 162 feet west from Elizabeth avenue, \$40.

Same to West End Building and Loan Association, same property, \$500.

Hannah E. Pemberton and husband to Fidelity Trust Company, west side Seymour avenue, \$2,500.

Frank J. Hill to Martha Hill, east side North Fifth street, 160 feet north from Third avenue, and other tract, \$1,500.

Bavid Klein to Crosstown Building and Loan Association, east side Bergen street,

75 feet north from Seventeenth avenue, \$2,800.
Louis Fishman to Howard Savings In-stitution, west side Hillside place, 89 feet reth from Avon avenue, \$3,500.
Abraham Rosenblatt to same, east side Jones street, 350 feet north from Spring-field avenue, \$3,500.
Same to Ida Sucernix, same property, \$500.
Lens Kezloff and husband to Howard. \$2,000.

Same to same, Irvington, cast side Grove street, 25 feet north from Cottage street, \$2,000.

Same to same, Irvington, northeast corner Grove and Cottage streets, \$2,000.

Dora B. Corle to Charles B. Norton, Bloomfeld, west side Willard avenue,

\$500.

Lena Kozloff and husband to Henry D. Miller, west side South Ninth street, 100 feet south from Fifteenth avenue, \$893.

Robert L. G. Palm to Executive Building and Loan Association, west side Magnolia street, 163 feet north from Eighteenth avenue, \$8,000.

Harry Walkenberg to Ideal Realty Company, east side Stratford place, south side Rose street, \$500.

Samuel Berger to Gustave Jay, north side Ferry street, 124 feet east from Schalk street, \$1,500. Bora B. Corie to Charles B. Norton, Bloomfield, west side Willard avenue, 153 feet south from Franklin street, \$5,500.

Ralph Stout to Edwin A. Bradley, Montclair, centre Upper Mountain avenue, south side Lamble's land, \$10,300.

Daisybelle F. Wendeback and husband to Essex Title Guarantee and Trust Company, Montclair, south side Gordonhurst avenue, 52 feet west from Waterbury road, \$4,700.

John J. Lennon to Mary Close, Montclair, west side New street, 62 feet from Fulton street, \$600.

Country Homes Company to Frederick L. Upjohn, Milburn, west side Baltusrol way, 150 feet south from Pine terrace, \$6,500.

Kristing Busson et al. to Scawitz Parklet.

Schalk street, \$1,500.

TOWNSHIPS.

George H. Smalley to Concordia Building and Loan Association, Irvington, east side Maple avende, 275 feet south from Fifteenth avenue, \$3,200.

Frederick Pruly to Orange Savings Bank, South Orange, southeast side Charlton avenue, 225 feet northeast from Irvington avenue, \$10,000.

Pletro Maniscalco to Howard Building and Loan Association, Belleville, east side Magnolia street, 475 feet south from Cross street, \$1,400.

Paolo Abato to same, Belleville, north side Watchung avenue, 400 feet west from Tichenor avenue, \$1,400.

John A. G. Perry et al. to Mary J. Shipman, South Orange, southwest side Third street, 125 feet northwest from Tichenor avenue, \$1,450.

Irene R. Ingersoil and husband to New Jersey Fire Insurance Company, Glen Ridge, east, side Ridgewood avenue, 300 feet south from Maolis avenue, \$12,000.

THE

"LITTLE FOUR"

The Classiest of All Roadsters



The Car You Want and at a Price You Can Afford to Pay

Absolutely Well Built, Easy Riding and Comfortable, AND so Stylish and Well Finished that owners of High Priced large cars are proud to use THE LITTLE FOUR for their runabout work.

Specifications in Brief:

MOTOR—Four cylinder, cast in pairs, L head, bore 3½-in., stroke 3½-in. IGNITION—High tension mag-

neto and dry cells for starting.

COOLING — Thermo - syphon with fan. CLUTCH - Cone, large, imTRANSMISSION—Selective, sliding gear, two speeds forward, one reverse.

WHEEL-BASE—90 inches.

EQUIPMENT—Mohair top, with hood and curtains, windshield, Prest-O-Lite tank, horn, auto jack, pumps, five lamps, tire repair kit and tools.

'Phone or write for catalogue, or better, ask for demonstration.

McDONOUGH @ COGAN 383 Halsey Street, Newark

Phone 7431 Market

Growth of Concern Within Past Year Declared to Be

Wonderful.

DETROIT, Sept. ...-Something of the wonderful growth of the Ford Motor Company, of Detroit, and its last official government census, just published. In this census, which shows De

troit to be the sixth largest manu

facturing centre of the country, the value of the automobiles built in this city leads all other products. value of the automobiles manufactured that year is given in the cen sus as \$59,536,000.

This year the business of the Ford

resmelted into brass ingots. Most of than the value of the entire output of Detroit in 1909.

in Detroit has increased by leaps car assembled, instead of in and bounds.

business alone this year.

Stock Champion

It is estimated from figures re compiled by the Detroit Board of Commerce that the automobile factories in the city turned out a total

was but three times the Ford product While the Board of Commerce has no definite figures showing the value of the 1912 output, it is estimated close upon \$200,000,000. If, when the figures are in, this estimate proves correct, then one factory, the gigan-

fourth of this figure to its credit. It required a freight train about eighty-seven miles in length to haus from the factory of the Ford Motor ompany the 75,000 automobiles built by that company this year. During the eleven months from

tic Ford plant, will have had one-

October 1, 1911, to September 1, 1912, this company loaded and sent out 12,063 freight cars. The Ford Motor Company built 75,000 cars during these months, and therefore this gigantic amount of automobiles was handled in the above number of freight cars. length of the train composed

of all the freight cars the Ford company used is computed by adding to thirty-six feet, the average length of a freight car, two feet for coupling company in the eleven months.

Had the Ford Motor Company not Of course, since the census was had the advantage of its assembling taken in 1909 the automobile business plants and been forced to ship every had the advantage of its assembling knocked-down condition, it is esti-Drawing a comparison in another mated by using the same method of way, the total value of the product of computation, that the length of the Detroit factories of every kind in 1909 train required would have been apis given by the census as \$252,000,000, proximately 179 miles. This figure but five times larger than the Ford is allowing for the shipment of three automobiles in one freight car.

Road Race Champion

The owner of a National takes pride, not only in his superior car, but also in its heritage of success in contests over all rivals from all nations. It is a sign of motor intelligence and refinement to own

quiet powerful manner in which it conquers all obstacles, add the renowned lineage of Stock Champion, World's Road Race Champion, etc., and the discriminating motorist finds his ideal car only in the National 40.

Just Received!

principle, a steel diaphragm vibrated by a motor-driven ratchet wheel. Finished in brass, nickel, black enamel, black enamel and \$12 The Klaxet is the cheapest high-grade signal on the market; it has been just as thoughtfully designed and carefully made as

it were to cost twice its price. Behind each Klaxet is the well-known Klaxon guarantee—of permanent satisfaction, and the record of the successful performance of nore than ninety-five thousand Klaxons.

We Buy and Sell Them by the Hundreds

Don't Skid

Use Weed Chains We Have Them in All Sizes Tires of Standard Makes Only

No Seconds

Remember, Our Prices Are Right, and We Stand Back of Everything We Sell

ECONOMY AUTO SUPPLY CO 268 HALSEY STREET

> IT IS HERE 1913

PALMER-SINGER BRIGHTON SIX

\$2,295 Fully Equipped

Includes Top, Windshield, Self-Starter, Tire Pump, Electric Lights with Generator and Storage Battery; Demountable Rims.

340 Central Avenue

HEINSHEIMER

PHONE 917 MARKET